

ENGLISH ROAD PICKS MAN HERE

Great Eastern Railway Gets H. W. Thornton as General Manager.

BRITISH HOWL HEARD

Dearth of Capable Men at Home Forced Choice of American.

WILL HAVE FULL CHARGE

New Head Selected by Directors for His Work on Long Island System.

Special Cable Despatch to The Sun.

LONDON, Feb. 14.—The directors of the Great Eastern Railway Company, the largest railway system in England, announced yesterday the appointment of Henry W. Thornton, general superintendent of the Long Island Railroad, as general manager, to have full charge of construction and transportation. Mr. Thornton is now in London.

Mr. Thornton's appointment is the result of the visit of Lord Claud Hamilton to America. At the annual meeting of the Great Eastern Road Lord Hamilton announced that he was compelled to go to America to find a man competent to fill the position. He added that there was a dearth of young and capable railway men in the English railway world.

Mr. Thornton's appointment has caused a sensation and occupies much prominence in the newspapers. "England's Lack of First Class Men," "Brains From America," and "No Capable Englishmen" are some of the notable headlines over the stories of his appointment in this morning's papers, while the comment shows that John Bull is beginning to look himself in the familiar introspective mirror he adopts when somebody captures his sport cups.

British Envy Wall.

Regardless of the fact upon which Mr. Thornton has commented, that most English railway managers have won their present positions by working from the bottom rung upward, there are some who are of the opinion that the English railway world is not so much improved by the passing of possible English appointees.

Lord Claud Hamilton's complaint of too much Government supervision of railway business and the system of keeping branches of the railway business in separate watertight compartments is regarded in some quarters as the key to the Great Eastern's inability to find a man in its own ranks.

The Daily Mail somewhat fiercely attacks the Great Eastern for not appointing Mr. Thornton, but for not keeping in touch with the talent of its own men. It says:

"For a great company with an immense staff to announce that no suitable Englishman could be found for the position is a slur on its own methods rather than a compliment to the United States."

The Daily Express puts the appointment up to the English snobbish contempt of trade and says young men are struggling to enter the learned professions when they might have great careers in business.

The editor of the Railway Review in an interview on the subject said he believed the real genesis of the Great Eastern's choice was the necessity of getting a man who was experienced in the electrification of a railroad and the most modern methods of handling suburban traffic by electric transportation.

Hit Hard by Competition.

Mr. Thornton pointed out something that is common knowledge, that the Great Eastern has been hit harder than any other line in electric tramway and motor bus competition. The line serves the biggest and most crowded workmen's areas in the metropolis, and the fall in its receipts since the latest tramway and omnibus developments has been enormous.

No hostility is expressed toward Mr. Thornton on the ground of nationality, and if any prejudice exists this will be soon forgotten if he succeeds in bettering the conditions on what is probably the most unprofitable, the dirtiest and the noisiest line in the United Kingdom. "Give me a chance to make good and do not judge me before I have had it," is Mr. Thornton's appeal to the public through reporters who interviewed him today.

"I have been in England only ten days," he said, "and have spent only two of these on the railway. It would be presumptuous on my part to talk of details or to criticize anything or anybody. I will naturally try to make the Great Eastern not only the finest railroad in Great Britain, but the most efficient instrument of transportation in the world. I have already been over the Great Eastern and it resembles the Long Island system in many respects. It has a bigger suburban business than the Long Island and both systems do much short haul work."

Discusses His Plans.

Although Mr. Thornton is the first American to take over the management of an English railroad he says it must not be inferred that he is necessarily going to Americanize the system or that he will electrify the line. The electrification of the Long Island, he said, cost more than \$10,000 a mile. He did not know as yet what the cost would be here, but he did not propose to rush into electrification unless the economic conditions warranted it.

Mr. Thornton added that undoubtedly the American railroads have many admirable features, but so have the British lines, and he intends to try to combine the best in both, always remembering that the Great Eastern is located in England and not in the United States. The only American idea he proposes to introduce are those fundamental ones which are considered good business all over the world. The governing principles will be to give the people what they want.

Lord Claud Hamilton said Mr. Thornton was appointed because his career had been one succession of railway triumphs. From the English railway point of view there was also the advantage that

he has worked on the biggest system of electrically worked suburban traffic in the United States. Mr. Thornton, he said, takes the position at the age of 41, whereas he seldom promotes a man to the general management until he has seen his best days physically, if not intellectually.

Mr. Thornton will sail for the United States to-morrow.

The American railroad man was recommended to certain directors of the Great Eastern who were in this country a few months ago by the British Ambassador, Lord Curzon. Mr. Thornton, he said, was a man of the Long Island Railroad. The Englishmen investigated Mr. Thornton's record and invited him to go to London. Mr. Thornton will return to this country in about two weeks. He will take up his new duties in April.

Long With Pennsylvania.

Henry W. Thornton is 42 years old. He has been on the payroll of the Pennsylvania Railroad since 1894, when he started as a draughtsman after he was graduated from the University of Pennsylvania. He was frequently called into private conference with the heads of railway systems during their recent controversies with engineers and firemen. He was born at Logansport, Ind. He prepared for college at St. Paul's School, Concord, and entered the engineering department of the University of Pennsylvania in 1890. In 1895 he was appointed assistant engineer of construction of the Cleveland and Marietta Railroad, one of the subsidiary lines of the Pennsylvania system. He was appointed in the following year an assistant in the engineering corps of the Pittsburgh division of the Pittsburgh, Cincinnati and St. Louis Railroad. He was employed later on the Cleveland, Akron and Columbus Railroad and finally, in February, 1911, was appointed assistant general superintendent of the Long Island Railroad. He became general superintendent a few months afterward.

Mr. Peters declared yesterday that the appointment of Mr. Thornton to the management of the English railroad is considered a "great compliment" to the Long Island and the Pennsylvania railroads. "While regretting to lose his valuable services the Long Island, as well as the railroads of this country, will get encouragement out of the fact that such appreciation has been shown for one of their operating men," Mr. Peters said.

ANTI-TAX PROTEST IN TOKIO; 200 ARRESTED

Government Suppresses Newspapers Which Fight Proposed Increase.

TOKIO, Feb. 13.—Two hundred persons were arrested in the lower quarter of the city at midnight during a serious riot over the proposed increase in taxation. The police had difficulty in quelling the disturbance.

The Government, pursuing its determination to stamp out opposition to its taxation measures, has ordered the arrest of a number of editors of Opposition publications and has suppressed the publications.

Protesting against the harshness of the police in suppressing demonstrations, the lower classes are organizing mass meetings and demanding that the present Cabinet resign.

Count Yamamoto, the Premier, and Kei Hara, Minister of the Interior, were in conference with the Emperor to-day over the gravity of the riot situation.

Speaker Kuzo Oka of the Diet resigned to-day, declaring that he felt himself responsible for the disorders in Parliament in connection with the naval scandal.

What the "Presenters" Were.

Mrs. Arthur Page wore a white satin gown with a draped skirt, the bodice trimmed with Carriacmacross lace. The train was of white chiffon, embroidered in gold.

Mrs. Bell, mother of Secretary Bell, wore a gown of white satin brocade with white lace flounces and a train of Nattier blue velvet lined with blue pink chiffon, giving a mother of pearl effect. She wore a diamond tiara and rivière diamonds.

Miss Kate Fowler wore a gown of silver threaded tissue with silver roses on the skirt and bodice. The overtrain was of paillette tulle and she carried a bouquet of pink roses.

Miss McCook wore a white satin gown with pearl and crystal embroidery and a train of white dupion d'esprit net lined with cream chiffon and caught up with white flowers and white satin bows.

Miss Wells was in a white satin skirt draped with the waist trimmed with white tulle. The train was of pale rose Ninon with silver incrustations and lined with silver tissue.

Miss Page presented her son Arthur and Mr. Bell, the secretary of the Embassy. Mrs. Page presented her daughter, her daughter-in-law, Mrs. Arthur Page, Secretary Bell's mother and Misses Kate Fowler of San Francisco, Sylvia Fox of Philadelphia, Harriet McCook of New York and Elizabeth Wells of Boston.

Mrs. Page wore a gown of gray and silver brocade, the front richly embroidered with pearls and diamonds, and the brocade skirt caught up in the front with diamante trimming and finished with diamante tassels. The bodice was of embroidered net with points of braid brocade and diamante straps over the shoulders, forming a V back and front. The train was of pale gray velvet lined with pale gray chiffon and gray ostrich feather trimming.

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BRILLIANT SCENE AT COURT OF ST. JAMES'S

King and Queen Hold First Levee of Season at the Palace.

AMERICANS PRESENTED

Gown Worn by Countess of Granard, Nee Mills, Greatly Admired.

Special Cable Despatch to The Sun.

LONDON, Feb. 13.—The King and Queen held the first court of the season at Buckingham Palace to-night. This is usually regarded as a diplomatic and official function, and consequently all the members of the American and other embassies were present. But there was also a big general attendance, including many debutantes. There were more than 500 guests present.

King George wore the uniform of the Life Guards. Queen Mary wore a blue and silver gown and train of Honiton lace sprayed with silver roses. She wore a crown of pearls and diamonds, and the famous South African diamonds were in her corsage. The royal procession formed in the white drawing room and passed through the state apartments to the ballroom, where the court was held.

The royal circle included most of the members of royal families now in England, but the Prince of Wales was absent. Princess Arthur of Connaught, Duchess of Fife, made her first appearance at court since her marriage.

Countess of Granard's Gown.

Among the most admired gowns seen during the night was that of the Countess of Granard, formerly Miss Beatrice Mills of New York. She wore a rose pink satin gown with a broad green velvet train, shot with gold tulips and lined with silver.

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